

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c.,
FOR 1898,
WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,
AND WILL BE FOUND, AS USUAL, TO SHOW AN ADVANCE
ON PRECEDING YEARS BOTH IN BRIEF AND ACCURACY
OF INFORMATION.

THE DIRECTORY COVERS THE WHOLE OF THE
PORTS AND CITIES OF THE FAR EAST, FROM PENANG TO
Vladivostok, IN WHICH EUROPEANS RESIDE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL THESE ARE SELECTED BY OUR "LONDON HOME", BOUGHT DIRECT AT FIRST HAND, IMPORTED IN WOOD AND BOTTLED BY OURSELVES, THUS SAVING ALL INTERMEDIATE PROFITS, AND ENABLING US TO SUPPLY THE BEST GROWTHS AT MODERATE PRICES.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

POET after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Const. Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 8th January, 1898.

interests, have done otherwise than adopt similar measures. The plague has done, and is doing, what the cholera did for England, namely, opening the eyes of the public to the paramount importance of sanitation.

But the conditions which have justified the recent action will change, the emergency will pass, and we will still, if the proposals of the Government are carried out, be left with a sanitary Board composed of officials and endowed with enormous powers.

It is to be hoped that such a system will not be detrimental to the interests of trade and property as is absurd as it would be to suppose that if you place yourself within reach of a devil it will not close its tentacles around you.

In what direction the detriment might be applied is shown by what is taking place at the present time in the depreciation of Chinese property and the partial exodus of the Chinese population. We know what officialdom is in all its departments; the men may be good, but the system is bad.

To take one or two recent instances: A proposal to regulate British shipping out of the Chinese emigration trade is advanced in a light and airy fashion as if it were really a matter of no particular consequence, but when the community wants a flagstaff put up at Kowloon to signal approaching vessels it takes years of agitation and a special commission to overcome official obstruction.

So again in financial matters, it is a question of increasing official salaries or granting exchange compensation there is

more difficulty in finding the money, in fact it must be found, but if it is a case of constructing a public road urgently required for the public convenience, then we are told there are no funds available. It is characteristic of officialdom to do those things which it ought not to do and to leave undone those which it ought to do, and the administration on that principle of the enormous powers that have of late been conferred on the Sanitary Board cannot fail to prove more less disastrous.

Hongkong, being so favourably situated as it is, must make some progress, notwithstanding official obstruction, but it is to progress at highest possible rate the community will have to take the bull by the horns and insist upon having some voice in the management of its own affairs. The bitter hostility of the present administration to anything in the nature of free institutions almost raises a doubt as to whether after all a Military Governor with a Municipal Council would not constitute the best machinery for the well-ruling and governing of the colony. When this idea was last broached, in Sir William Des Voeux's time, it was strongly opposed in this column, because we had not then given up all hope of obtaining the stock of the original Spinning Factory undertaken by the Mita Company. A prudent and hardy man would increase in value the land and plant would increase in value the Mita Company concluded contracts and placed orders before the project obtained Government sanction. Their anticipations have been realized, so much so that the firm has practically gained about 20,000 yen on land and about 60,000 on plant.—Japan Mail.

Reports recently appeared in one of the Shanghai papers of an intended rising at Canton, which, however, failed to eventuate. We need not hear of any such plot in the origin of the Chinese, but about China, New Year time letters were sent to the French and American Consuls at Canton warning them that there was going to be trouble and that they had better get gunboats up. An English and a German gunboat were already at Canton at the time. One letter is said to have been written by hand, while the other was type written, the latter being addressed to "Baron von Bismarck." The letter was sent from Hongkong and professed to be written by a Chinese recently returned from a visit to Canton. Whether the affair was intended as a hoax, or whether the writer was an agent of the Canton Government who took this method of securing the presence of foreign war-vessels, or the letters had some other motive will probably never be known. However, they were the only indication of trouble and apparently were not thought worth a great deal of trouble.

The Acting Captain Superintendent of Police—Faced with the difficulty of determining the exact point of origin of the disturbance, he went to the Chinese Consul and asked him to furnish him with the names of all the Chinese in the colony who had been in contact with the Mita Company. He was told that the Chinese Consul had no knowledge of any such persons.

The following letter to the President was read out by Mr. N. J. Ede—

"DEAR SIR.—I observe in to-day's *Daily Press* a notification of the sale by auction of the materials of some of the houses in the resumed area of Taiping-shan, which were in the possession of the Sanitary Board. I have the following observations to make on the subject:

"1. The Sanitary Board has no right to sell the houses in the resumed area which have been

thoroughly打扫 (cleaned) with chloroform, the disinfection being commenced on the 22nd June, 1894, and finished on the 3rd July. After this was

finished 300 men of the 'white-washed' brigades entered and removed the dead wood, stumps, roots, lumps, &c., and cleaned the houses. Not a single house was left standing.

"2. The houses in the resumed area which have been cleaned, disinfected, thoroughly打扫 (cleaned) with chloroform, the disinfection being commenced on the 22nd June, 1894, and finished on the 3rd July. After this was

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finished 300 men of

NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"AGLAIA."

Captain L. Madson, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 7th inst., at Noon.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, subject to Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.

Agents.

Hongkong, 6th March, 1896. [634]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"CARMATHENSHIRE,"

FROM ANTWERP, LONDON, AND

LONDON, AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence, and from the Wharves delivery may be obtained.

Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 13th inst., at 3 P.M.

broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Claims must reach us before the 10th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.

Agents.

Hongkong, 7th March, 1896. [635]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND

LONDON, AND STRAITS.

THE Steamship

"GLENSHIEL."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 21st inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 7th March, 1896. [636]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"KAISAR-I-HIND,"

FROM BOMBAY, COLOMBO, AND

SINGAPORE.

THE Steamship

"CHINA."

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained.

This vessel brings on Cargo.

From Calcutta, via Madras, and Madras.

Optional goods will be landed here unless instructions are given to the contrary, before 4 P.M. To-day.

Cargo not cleared by the 16th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and notice of same given to the Under-signed on or before the 18th inst., after which no claims will be recognized.

A. WOOLLEY,

Acting Superintendent.

Hongkong, 9th March, 1896. [637]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"SHANGHAI."

FROM ANTWERP, LONDON, AND

LONDON, AND STRAITS.

THE Steamship

"CHINA."

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

Cargo not cleared by the 16th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and notice of same given to the Under-signed on or before the 18th inst., after which no claims will be recognized.

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FROM ANTWERP, LONDON, AND

LONDON, AND STRAITS.

THE Steamship

"CHINA."

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

Cargo not cleared by the 16th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and notice of same given to the Under-signed on or before the 18th inst., after which no claims will be recognized.

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Hongkong, 9th March, 1896. [639]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"SINGAPORE, PENANG, AND

SINGAPORE."

THE Steamship

"LIGHTNING."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered here unless

instructions are given to the contrary before 4 P.M. To-day.

Cargo remaining the discharge or remaining on board after the 12th instant will be landed at Consignee's risk and expense into the Godowns of the Wan Chai Wharf and Storey Co., Limited, Wan Chai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from along.

Consignees are requested to receive the discharge of the vessel at Consignee's risk and expense into the Godowns of the Wan Chai Wharf and Storey Co., Limited, Wan Chai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.

Agents.

Hongkong, 10th March, 1896. [640]

"PINILOS" LINE OF STEAMERS.

FROM LIVERPOOL, ANTWERP, SAN-

TANDER, CADIZ, BARCELONA,

AND MANILA.

THE Steamship

"CADIZ."

having arrived from the above ports, Consignees of Cargo by her from Europe are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 18th inst. will be subject to rent.

All Cargo from Manila will be delivered from alongside; if impeding Steamer's discharge will be landed at Consignee's risk and expense into the Godowns of Kowloon.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damage and/or shortages not later than the 26th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 11th March, 1896. [641]

"AGLAIA."

Captain L. Madson, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-signed and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 7th inst., at Noon.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, subject to Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 11th March, 1896. [642]

NOTICE TO CONSIGNEES

TO CONSIGNEES OF OPTIONAL
CARGO, EX O. S. CO. S. S.
"PHILO."

FROM LIVERPOOL.

NOTICE TO CONSIGNEES.

S.S. "PREUENIS."

THE above-named steamer having arrived.

Consignees of cargo are hereby informed

that their Goods with the exception of Opium,

Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given to-day.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JELICHES & CO.

Agents.

Hongkong, 10th March, 1896. [643]

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